Addendum No. 1
To the Bidding Documents

TOWN OF EASTON, MASSACHUSETTS
MAIN STREET OVER QUESET BROOK
BRIDGE SCOUR REPAIR

CONTRACT NO. DPW 2026-16

Issued April 9, 2026

NOTICE TO ALL BIDDERS:

Bidders are informed that Bidding Documents for the above-mentioned Project are modified, corrected, and/or supplemented as follows. Addendum No. 1 becomes part of the Bidding Documents and Contract Documents.

Acknowledge receipt of this Addendum by inserting its number on the Bid Proposal. Failure to acknowledge receipt of the Addendum may subject the Bidder to disqualification.

This Addendum addresses the following:

- Bidding Period Questions and Responses

Bidding Period Questions and Responses

The following responses/clarifications are based on questions raised during the bidding period.

1. Are there any recent bridge inspection reports available?

A. MassDOT performed Routine and Underwater bridge inspections in 2025. Copies of those reports are attached to this addendum.

Attachments:

Attachment 1: Non-Mandatory Pre-Bid Site Meeting Sign-in Sheet from
Attachment 2: MassDOT Routine Inspection (March 5, 2025)
Attachment 3: MassDOT Routine Underwater Inspection (March 27, 2025)

END OF ADDENDUM NO. 1

Town of Easton, Massachusetts
Main Street over Quest Brook Bridge Scour Repair
Contract No. DPW 2026-16

Date: April 2, 2026 at 11:00 AM
Pre-Construciton Meeting Sign-in Sheet

Name	Company	Phone Number	Email Address
Matthew Grosschedl	Easton DPW	508-230-0800	mgrosschedl@easton.ma.us
Greg Swan	Easton DPW	508-230-0800	gswan@easton.ma.us
Alice Tan	MAS Building & Bridge	508-520-2[illegible]	jmackey@masbuildingandbridge.com
Skip Martin	D'Allessandro Corp	508-889-2874	ESTIMATING@DALLESSAN[illegible]

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
STRUCTURES INSPECTION FIELD REPORT
ROUTINE INSPECTION

2-DIST	B.I.N.	BR. DEPT. NO.
05	94W	E-06-022

CITY/TOWN	8.-STRUCTURE NO.	11-Kilo. POINT	41-STATUS	90-ROUTINE INSP. DATE
EASTON	E06022-94W-MUN-BRI	000.000	A:OPEN	MAR 5, 2025

07-FACILITY CARRIED	MEMORIAL NAME/LOCAL NAME	27-YR BUILT	106-YR REBUILT	YR REHAB'D (NON 106)
HWY MAIN ST		1850	1900	2001

06-FEATURES INTERSECTED	26-FUNCTIONAL CLASS	DIST. BRIDGE INSPECTION ENGINEER
WATER QUESET BROOK	Urban Minor Arterial	FOR G.S.

43-STRUCTURE TYPE	22-OWNER	21-MAINTAINER	TEAM LEADER D. Hodgkins	PROJ MGR BL Companies
101 : Concrete Slab	Town Agency	Town Agency		

107-DECK TYPE	WEATHER	TEMP. (air)	TEAM MEMBERS
9 : Other	Cloudy	10°C	T. YESU

ITEM 58 — DECK: 5

		DEF
1.Wearing surface	6	M-P
2.Deck Condition	5	S-P
3.Stay in Place Forms	N	-
4.Curbs	7	-
5.Median	N	-
6.Sidewalks	6	M-P
7.Parapets	6	M-P
8.Railing	6	M-P
9.Anti Missile Fence	N	-
10.Drainage System	N	-
11.Lighting Standards	N	-
12.Utilities	6	M-P
13.Deck Joints	N	-
14.	N	-
15.	N	-
16.	N	-

CURB REVEAL (In millimeters)	N	S
	150	100

APPROACHES

		DEF
a. Appr. pavement condition	7	-
b. Appr. Roadway Settlement	8	-
c. Appr. Sidewalk Settlement	7	-
d. Appr. Sidewalk Condition	6	M-P

OVERHEAD SIGNS (Attached to bridge) (Y/N): N

		DEF
a. Condition of Welds	N	-
b. Condition of Bolts	N	-
c. Condition of Signs	N	-

ITEM 59 — SUPERSTRUCTURE: 5

		DEF
1.Stringers	N	-
2.Floorbeams	N	-
3.Floor System Bracing	N	-
4.Girders or Beams	5	S-P
5.Trusses - General	N	-
a. Upper Chords	N	-
b. Lower Chords	N	-
c. Web Members	N	-
d. Lateral Bracing	N	-
e. Sway Bracings	N	-
f. Portals	N	-
g. End Posts	N	-
6.Pin & Hangers	N	-
7.Conn Plt's, Gussets & Angles	N	-
8.Cover Plates	N	-
9.Bearing Devices	N	-
10.Diaphragms/Cross Frames	N	-
11.Rivets & Bolts	N	-
12.Welds	N	-
13.Member Alignment	7	-
14.Paint/Coating	N	-
15.Concrete/Masonry Slabs	5	S-P

Year Painted	N

COLLISION DAMAGE: *Please explain*
None (X) Minor ( ) Moderate ( ) Severe ( )

LOAD DEFLECTION: *Please explain*
None (X) Minor ( ) Moderate ( ) Severe ( )

LOAD VIBRATION: *Please explain*
None (X) Minor ( ) Moderate ( ) Severe ( )

Any Fracture Critical Member: (Y/N) N

Any Cracks: (Y/N) N

ITEM 60 — SUBSTRUCTURE: 4

	Dive	Cur		DEF
1. Abutments			4	
a. Pedestals	N	N		-
b. Bridge Seats	N	N		-
c. Backwalls	N	N		-
d. Breastwalls	5	5		S-A
e. Wingwalls	N	5		S-A
f. Slope Paving/Rip-Rap	6	N		-
g. Pointing	N	6		M-P
h. Footings	N	H		-
i. Piles	X	N		-
j. Scour	4	4		S-A
k. Settlement	6	5		S-A
l. Weir Inlets	N	6		M-P
m.	N	N		-
2. Piers or Bents			N	
a. Pedestals	N	N		-
b. Caps	N	N		-
c. Columns	N	N		-
d. Stems/Webs/Pierwalls	N	N		-
e. Pointing	N	N		-
f. Footing	N	N		-
g. Piles	N	N		-
h. Scour	N	N		-
i. Settlement	N	N		-
j.	N	N		-
k.	N	N		-
3. Pile Bents			N	
a. Pile Caps	N	N		-
b. Piles	N	N		-
c. Diagonal Bracing	N	N		-
d. Horizontal Bracing	N	N		-
e. Fasteners	N	N		-

UNDERMINING (Y/N) If YES please explain: Y

COLLISION DAMAGE:
None (X) Minor ( ) Moderate ( ) Severe ( )

SCOUR: *Please explain*
None ( ) Minor ( ) Moderate (X) Severe ( )

I-60 (Dive Report): 4 *I-60 (This Report):* 4

93B-U/W (DIVE) Insp 03/07/2022

X=UNKNOWN N=NOT APPLICABLE H=HIDDEN/INACCESSIBLE R=REMOVED

RTN(1)7-96

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

ITEM 61 — 4

CHANNEL & CHANNEL PROTECTION

	Dive	Cur	DEF
1.Channel Scour	4	4	S-A
2.Embankment Erosion	7	6	M-P
3.Debris	7	5	M-P
4.Vegetation	7	6	M-P
5.Utilities	N	H	-
6.Rip-Rap/Slope Protection	6	6	M-P
7.Aggradation	7	7	-
8.Fender System	N	N	-

STREAM FLOW VELOCITY:
Tidal ( ) High (X) Moderate ( ) Low ( ) None ( )

ITEM 61 (Dive Report): 4 *ITEM 61 (This Report):* 4

93b-U/W INSP. DATE: 03/07/2022

ITEM 36 *TRAFFIC SAFETY*

	36	COND	DEF
A. Bridge Railing	0	6	M-P
B. Transitions	0	7	-
C. Approach Guardrail	0	5	M-P
D. Approach Guardrail Ends	0	6	M-P

WEIGHT POSTING *Not Applicable* X

	H	3	3S2	Single
Actual Posting	N	N	N	N
Recommended Posting	N	N	N	N

Waived Date: 00/00/0000 EJDMT Date: 00/00/0000

Signs In Place (Y=Yes,N=No, NR=NotRequired) Legibility/ Visibility	At bridge E	At bridge W	Other Advance E	Other Advance W

CLEARANCE POSTING *Not* X

	N ft	N in	S ft	S in	meter
Actual Field Measurement		0		0	
Posted Clearance		0		0	

Signs In Place (Y=Yes,N=No, NR=Not Required) Legibility/ Visibility	At bridge N	At bridge S	Advance N	Advance S

ACCESSIBILITY (Y/N/P)

	Needed	Used
Lift Bucket	N	N
Ladder	P	N
Boat	N	N
Waders	Y	Y
Inspector 50	N	N
Rigging	N	N
Staging	N	N
Traffic Control	N	N
RR Flagger	N	N
Police	N	N
Other:		
	N	N

TOTAL HOURS 90

PLANS (Y/N): N

(V.C.R.) (Y/N): N

TAPE#: _____

List of field tests performed:

RATING
Rating Report (Y/N): N
Date: 00/00/0000
Inspection data at time of existing rating
I 58: - I 59: - I 60: - Date :00/00/0000

Recommend for Rating or Rerating (Y/N): N

If YES please give priority: HIGH ( ) MEDIUM ( ) LOW ( )

REASON: _____

CONDITION RATING GUIDE (For Items 58, 59, 60 and 61)

	CODE	CONDITION	DEFECTS
	N	NOT APPLICABLE	
G	9	EXCELLENT	Excellent condition.
G	8	VERY GOOD	No problem noted.
G	7	GOOD	Some minor problems.
F	6	SATISFACTORY	Structural elements show some minor deterioration.
F	5	FAIR	All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
P	4	POOR	Advanced section loss, deterioration, spalling or scour.
P	3	SERIOUS	Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
C	2	CRITICAL	Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
C	1	"IMMINENT" FAILURE	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put it back in light service.
	0	FAILED	Out of service - beyond corrective action.

DEFICIENCY REPORTING GUIDE

DEFICIENCY: A defect in a structure that requires corrective action.

CATEGORIES OF DEFICIENCIES:

M= Minor Deficiency Deficiencies which are minor in nature, generally do not impact the structural integrity of the bridge and could easily be repaired. Examples include but are not limited to: Spalled concrete, Minor pot holes, Minor corrosion of steel, Minor scouring, Clogged drainage, etc.

S= Severe/Major Deficiency Deficiencies which are more extensive in nature and need more planning and effort to repair. Examples include but are not limited to: Moderate to major deterioration in concrete, Exposed and corroded rebars, Considerable settlement, Considerable scouring or undermining, Moderate to extensive corrosion to structural steel with measurable loss of section, etc.

C-S= Critical Structural Deficiency A deficiency in a structural element of a bridge that poses an extreme unsafe condition due to the failure or imminent failure of the element which will affect the structural integrity of the bridge.

C-H= Critical Hazard Deficiency A deficiency in a component or element of a bridge that poses an extreme hazard or unsafe condition to the public, but does not impair the structural integrity of the bridge. Examples include but are not limited to: Loose concrete hanging down over traffic or pedestrians, A hole in a sidewalk that may cause injuries to pedestrians, Missing section of bridge railing, etc.

URGENCY OF REPAIR:

I = Immediate- [Inspector(s) immediately contact District Bridge Inspection Engineer (DBIE) to report the Deficiency and to receive further instruction from him/her].

A = ASAP- [Action/Repair should be initiated by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) upon receipt of the Inspection Report].

P = Prioritize- [Shall be prioritized by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) and repairs made when funds and/or manpower is available].

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

REMARKS

BRIDGE ORIENTATION

Bridge No. E-06-022 (94W) is a single span structure carrying Main Street over Queset Brook in Easton **(See Sketch 1)**. The approaches and abutments are labeled west and east, the superstructure sections and individual masonry slabs are numbered from south to north, and Queset Brook flows from north to south **(See Sketches 2 through 5)**. The numbering and labeling convention is consistent with the previous inspection report.

GENERAL REMARKS

The superstructure consists of four distinct superstructure sections numbered from south to north; Section 1 is comprised of three stone masonry slabs, Section 2 is comprised of concrete encased steel beams, Section 3 is comprised of a concrete slab, and Section 4 is comprised of four stone masonry slabs and steel railroad rails **(See Sketch 3)**. In addition, there are stone masonry header beams that support Sections 3 and 4 at the west inlet and Section 3 at the east inlet **(See Sketch 3)**. The superstructures bear on two dry-laid stone masonry abutments with dry-laid stone masonry wingwalls at the south end.

Access –

The bridge underside was accessed from the southeast embankment and the inspection was completed using waders. The area near the west weir inlet was inaccessible due to extremely high stream flow velocity and water depth. Extreme caution should be used during inspection of the bridge underside.

ITEM 58 - DECK

Item 58.1 - Wearing surface

The bituminous concrete pavement over the bridge exhibits minor accumulations of sand/debris along the curbs, several longitudinal cracks up to full bridge length x 1/8" wide, an isolated transverse crack, 25' long x 1/8" wide, and a few holes along the south curb up to 4" long x 1/2" wide x 3" deep **(See Photos 1 through 3 and Sketch 6)**.

Item 58.2 - Deck Condition

Refer to Item 59.15 entitled "Concrete/Masonry Slabs".

Item 58.4 - Curbs

There are granite curbs along both sides of the bridge, which exhibit random chips up to 3" long x 2" wide x 1" deep **(See Photo 4)**.

Item 58.6 - Sidewalks

There is a concrete sidewalk along the north side of the bridge, which exhibits isolated transverse hairline cracks up to full width **(See Photo 5 and Sketch 6)**.

Item 58.7 - Parapets

This item is used to assess the condition of the concrete rail bases and the concrete end posts along both sides of the bridge.

The south concrete rail base and end posts exhibit random areas of light to moderate scaling, isolated vertical cracks up to full height x 1/8" wide, and a few spalls up to 6" long x 1' high x 2" deep **(See Photos 6 and 7 and Sketch 6)**.

The north concrete rail base and end posts exhibit random vertical hairline cracks up to full height and an isolated spall on the northeast end post, 6" diameter x 1" deep **(See Photos 8 and 9 and Sketch 6)**.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

REMARKS

Item 58.8 - Railing
On the south side of the bridge, there is a metal two-pipe railing mounted to the top of the concrete rail base that butts up to two concrete end posts. The south bridge railing exhibits random areas of missing paint with light rust and isolated locations of pitting up to 1/8" deep **(See Photo 6)**.

On the north side of the bridge, there is a modified/shortened metal S3-TL4 railing mounted to the top of the concrete rail base that butts up to two concrete end posts. The north bridge railing exhibits random areas of missing paint with light rust and light vegetation growth along the north face **(See Photos 8 and 10)**. Additionally, approximately 90% of the base plate anchor bolt nuts are partially disengaged with the anchor bolts **(See Photo 10)**.

Item 58.12 - Utilities
At 15' from the south end of the bridge, there is a 13" diameter insulated utility pipe that is not attached to the superstructure and penetrates through the abutments. The pipe is 90% covered in light rust **(See Photo 11 and Sketches 2 and 5)**.

At 37' from the south end of the bridge, there is a 12" diameter utility pipe that is not attached to the superstructure and penetrates through the abutments **(See Photo 12 and Sketches 2 and 5)**. No deficiencies were noted.

Along the north fascia of the bridge, there is a 9" diameter insulated utility pipe. The utility supports exhibit random areas of light rust **(See Photo 13 and Sketches 2 and 5)**.

APPROACHES

Approaches a - Appr. pavement condition
The bituminous concrete approach pavements exhibit several longitudinal cracks up to 1/16" wide **(See Photos 14 and 15 and Sketch 6)**.

Approaches d - Appr. Sidewalk Condition
The northwest and northeast concrete approach sidewalks exhibit random transverse hairline cracks up to full width and an isolated 7" long x 5" wide cracked area that is depressed up to 1/2" **(See Photo 16 and Sketch 6)**.

ITEM 59 - SUPERSTRUCTURE

Item 59.4 - Girders or Beams
Section 2 of the superstructure consists of concrete encased steel beams **(See Photo 17 and Sketch 7)**. The majority of the steel beams are concealed from view by the concrete encasement, however, there are several exposed bottom flanges due to spalls in the encasement, which exhibit areas of laminated rust with section losses up to 1/8" deep **(See Photos 18 through 21 and Sketch 7)**.

Item 59.15 - Concrete/Masonry Slabs
This item is used to assess the condition of the stone masonry slabs in Sections 1 and 4, the concrete encasement around the steel beams in Section 2, the concrete slab in Section 3, and the stone masonry header beams at the west and east inlets **(See Sketch 7)**. Deficiencies are noted as follows:

Section 1 Stone Masonry Slabs –
There are areas of leakage along all of the slab joints and at the interface with the concrete encased steel beams in Section 2 **(See Photo 22 and Sketch 7)**.

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REMARKS

Section 2 Concrete Encasement –
The underside of the concrete encasement exhibits areas of light scaling, and random hairline cracks with and without efflorescence and adjacent minor hollow areas **(See Photo 17)**. Additionally, there are hollow areas up to 3' long x 3' wide, cracks up to 3' long x 1/8" wide, and spalls up to 31" long x 15" wide x 1" deep **(See Photos 18 through 21 and 23 and Sketch 7)**.

Section 3 Concrete Slab –
The underside of the concrete slab exhibits a 4' long transverse hairline crack with heavy efflorescence, a full length x 33" wide area of hairline map cracking with dampness, an 18" long x 33" wide x full depth spall with an exposed steel railroad rail, and exposed timber formwork adjacent to the utility pipe at the interface between Sections 2 and 3 **(See Photos 12 and 24 through 26 and Sketch 7)**.

Section 4 Stone Masonry Slabs –
There are water stains at the West Abutment interface **(See Sketch 7)**.

ITEM 60 - SUBSTRUCTURE

Item 60.1 - Abutments
Item 60.1.d - Breastwalls
The dry-laid stone masonry abutment breastwalls exhibit missing chinking stones and voids with penetrations up to 5' deep, up to 1/2" wide cracks in stones, and an isolated area of scaling in a concrete drain pipe, 9" long x full height x 9" deep **(See Photos 27 through 31 and Sketch 8)**. An additional deficiency is noted as follows:

West Abutment –
(S-A Deficiency) At the south end, the full height of the first vertical course of the breastwall stones has shifted toward the channel with gaps up to 7" wide at the interface with the Southwest Wingwall (See Photo 32 and Sketches 8 and 9). The condition has not changed since the previous inspection.

Additionally, there are a few deficiencies from the Underwater Inspection Report dated March 7, 2022 that could not be confirmed due to the water depth, noted as follows:

"**West Abutment –**
At Sta 10+38 (Angle point where bridge width increases) there is a void 1' above the mudline measuring 4.0' Long, 1.0' High and 2.5' Penetration.

East Abutment –
At the upstream left end at the interface of the concrete sluiceway and the concrete breastwall there is a void 1.5' High with a 2.0' Penetration at the waterline."

Item 60.1.e - Wingwalls
There is a dry-laid stone masonry wingwall at the south end of both abutments, which exhibits missing chinking stones with random minor voids and areas of moderate to heavy vegetation growth **(See Photos 32 and 33). (S-A Deficiency) Refer to Item 60.1d entitled "Abutment Breastwalls" for the area of shifted stones at the interface between the West Abutment and the Southwest Wingwall (See Photo 32 and Sketches 8 and 9).**

Item 60.1.g - Pointing
The dry-laid stone masonry abutments exhibit a few areas of mortared pointing, primarily around the utility and drain pipe penetrations, which exhibit a few areas of hairline cracking and gaps **(See Photo 29)**.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

REMARKS

Item 60.1.h - Footings
The abutment and wingwall footings, if present, are hidden below the channel bed.

Item 60.1.j - Scour
There are a few deficiencies from the Underwater Inspection Report dated March 7, 2022 that could not be confirmed due to the water depth, noted as follows:

"There are timber beams (perpendicular to the abutments at 3.5' center to center) on the mudline that were likely used for flooring that no longer exists. There are voids under the beams on the right side of the channel.

East Abutment –
(S-A Deficiency) At Sta 10+00 there is undermining measuring 5.0' Long, 1.1' High and 3.2' Penetration."

Item 60.1.k - Settlement
(S-A Deficiency) Refer to Item 60.1d entitled "Abutment Breastwalls" for the area of shifted stones at the interface between the West Abutment and the Southwest Wingwall (See Photo 32 and Sketches 8 and 9).

Item 60.1.l - Weir Inlets
There are two weir inlets at the upstream end of the bridge labeled as "West Weir Inlet" and "East Weir Inlet" **(See Sketch 10)** with deficiencies noted as follows:

West Weir Inlet –
The West Weir Inlet was inaccessible due to extremely high stream flow velocity and water depth **(See Photo 34)**, however, there appeared to be a void at the interface between the weir inlet and the West Abutment.

East Weir Inlet –
The East Weir Inlet has a moderate buildup of debris along the east side of the channel and the concrete walls exhibit areas of abrasion at the waterline up to 1" deep and hairline cracks **(See Photo 35).** Additionally, there is a 3' high x full depth void at the interface between the weir inlet and the East Abutment **(See Sketch 10 and Photo 36).**

SubStructure Undermining Notes
Refer to Item 60.1j entitled "Scour".

SubStructure Scour Notes
Refer to Item 60.1j entitled "Scour".

ITEM 61 - CHANNEL AND CHANNEL PROTECTION

Item 61.1 - Channel Scour
The channel bed consists of small to large boulders. Stream bed profile measurements were taken at the downstream (south) fascia from the bottom of the stone masonry slabs **(See Sketch 9)**, but could not be taken at the upstream (north) fascia due to extremely high stream flow velocity and water depth. Below the bridge, there is a 5' long x 5' wide x 2' deep area of scour **(See Sketch 10).**

Additionally, there are a few deficiencies from the Underwater Inspection Report dated March 7, 2022 that could not be confirmed due to the water depth, noted as follows:

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

REMARKS

"There are timber beams (perpendicular to the abutments at 3.5' center to center) on the mudline that were likely used for flooring that no longer exists. There are voids under the beams on the right side of the channel.

East Abutment –
(S-A Deficiency) At Sta 10+00 there is undermining measuring 5.0' Long, 1.1' High and 3.2' Penetration."

Item 61.2 - Embankment Erosion
There is an area of erosion on the north side of the northwest approach parapet that undermines the parapet up to 10' long x 9" deep **(See Photo 13 and Sketch 10)**.

Item 61.3 - Debris
There are scattered locations of timber debris in the channel.

Additionally, there are a few deficiencies from the Underwater Inspection Report dated March 7, 2022 that could not be confirmed due to the water depth, noted as follows:

"There are various pipes and rebar sticking up from the mudline throughout the channel."

Item 61.4 - Vegetation
There is moderate to heavy vegetation along the upstream and downstream embankments **(See Photos 37 and 38)**.

Item 61.5 - Utilities
There is a hidden utility in the channel, which could not be confirmed due to the water depth. Notes from the Underwater Inspection Report dated March 7, 2022 are as follows:

"At Sta 10+36, there is a 1.0' diameter cast iron pipe at the mudline exposed at the right abutment for a length of 4.0' across the channel, where it is covered with boulders."

Item 61.6 - Rip-Rap/Slope Protection
There is rip-rap present along the southwest and southeast embankments. Some of the rip-rap along the southeast embankment has slumped into the channel **(See Photo 38 and Sketch 10)**.

TRAFFIC SAFETY

Item 36a - Bridge Railing
See Item 58.7 entitled "Parapet" and Item 58.8 entitled "Railing" for the condition of the bridge railings. The bridge railings do not comply with current MassDOT safety criteria.

Item 36b - Transitions
On the south side of the bridge, both ends of the two-pipe metal bridge railing transition to a concrete end post, which abut a stone masonry parapet **(See Photos 39 and 40)**. On the north side of the bridge, the east end of the S3-TL4 bridge railing transitions to a concrete end post, which transitions to a weathering steel W-beam guardrail with timber posts and blockouts **(See Photo 9)**. The west end of the S3-TL4 bridge railing transitions to a concrete end post with no approach guardrail **(See Photo 41)**. The southwest, southeast, and northwest transitions have blunt ends, which does not comply with current MassDOT safety criteria.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

REMARKS

Item 36c - Approach Guardrail

There are stone masonry walls/parapets along the south side of both approaches, which exhibit areas of missing stones with minor voids and vegetation growth **(See Photos 39 and 40)**. Additionally, the southeast wall/parapet has an area of fallen stones and an area of pointing with separations up to 1/4" **(See Photo 42 and Sketch 6)**.

There is a weathering steel W-beam guardrail with timber posts and timber blockouts along the north side of the east approach, which exhibits several rust holes up to 1' long x 1" high, several rotated/loose blockouts, and posts/blockouts with random checks up to 1/8" wide and areas of minor rot **(See Photo 43 and Sketch 6)**. There is no guardrail along the north side of the west approach **(See Photo 41)**.

The approach guardrails do not comply with current MassDOT safety criteria.

Item 36d - Approach Guardrail Ends

The southwest masonry parapet continues beyond both approach limits into the adjacent property and the southeast masonry wall/parapet continues along Main Street beyond both approach limits. There is no guardrail along the north side of the west approach, so the concrete end post acts as a blunt end **(See Photo 41)**. The northeast guardrail end is buried and not swept away from traffic and exhibits areas of rust **(See Photo 43)**. The approach guardrail ends do not comply with current MassDOT safety criteria.

Sketch / Photo Log

Sketch 1 : Location Map.
Sketch 2 : Geometric Data - General Plan.
Sketch 3 : Geometric Data - Framing Plan.
Sketch 4 : Geometric Data - South Elevation.
Sketch 5 : Key Plan.
Sketch 6 : Top of Deck Deficiencies.
Sketch 7 : Underside of Superstructure Deficiencies.
Sketch 8 : Abutment Deficiencies.
Sketch 9 : South Elevation (Outlet) and Stream Bed Profile Measurements.
Sketch 10 : Channel Deficiencies.
Photo 1 : Bituminous concrete pavement over the bridge, looking southeast. Note the longitudinal cracks.
Photo 2 : Bituminous concrete pavement over the bridge, looking southwest. Note the transverse crack.
Photo 3 : Bituminous concrete pavement over the bridge along the south curb, looking south. Note the hole.
Photo 4 : South curb over the bridge, looking southwest. Note the chip.
Photo 5 : North sidewalk over the bridge, looking west. Note the cracks.
Photo 6 : South bridge railing, looking southwest. Note the scaling on the rail base and the rust on the railing.
Photo 7 : South side of the south rail base, looking northeast. Note the scaling and spall.
Photo 8 : North bridge railing, looking northwest. Note the cracks on the rail base and the missing paint on the railing.
Photo 9 : Northeast end post, looking northwest. Note the spall.
Photo 10 : North bridge railing at the third post from the east end, looking northwest. Note the missing paint, partially disengaged anchor bolt nuts, and vegetation growth.
Photo 11 : Utility below the bridge at 15' from the south end of the bridge, looking northwest. Note the rust.
Photo 12 : Utility below the bridge at 37' from the south end of the bridge, looking southwest. Note the exposed timber formwork.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

REMARKS

Photo 13 : Utility along the north bridge fascia, looking southeast. Note the rust on the supports and area of erosion.
Photo 14 : Bituminous concrete pavement in the west approach, looking southwest. Note the longitudinal cracks.
Photo 15 : Bituminous concrete pavement in the east approach, looking southeast. Note the longitudinal cracks.
Photo 16 : Northeast sidewalk adjacent to the catch basin, looking northeast. Note the cracked/depressed area.
Photo 17 : Underside of the concrete encased steel beams in Section 2, looking north. Note the cracks and scaling on the concrete encasement.
Photo 18 : Underside of Section 2 at the West Abutment at 22' from the south end of the bridge, looking northwest. Note the spall and exposed steel beam with laminated rust.
Photo 19 : Underside of Section 2 at the East Abutment at 22' and 24' from the south end of the bridge, looking north. Note the spalls and exposed steel beams with laminated rust.
Photo 20 : Underside of Section 2 at the East Abutment at 26' and 28' from the south end of the bridge, looking north. Note the spalls and exposed steel beams with laminated rust.
Photo 21 : Underside of Section 2 at the East Abutment at 30', 32', and 34' from the south end of the bridge, looking northeast. Note the spalls and exposed steel beams with laminated rust.
Photo 22 : Underside of the masonry slabs in Section 1, looking northwest. Note the areas of leakage.
Photo 23 : Underside of Section 2 at the West Abutment at 18' from the south end of the bridge, looking south. Note the hollow area and cracks.
Photo 24 : Underside of the concrete slab in Section 3 at the south end, looking west. Note the crack with efflorescence.
Photo 25 : Underside of the concrete slab Section 3 at the north end, looking northwest. Note the cracking with dampness.
Photo 26 : Underside of the concrete slab Section 3 at the northeast corner, looking northeast. Note the spall with exposed steel railroad rail.
Photo 27 : West Abutment from the south end, looking northwest. Note the missing chinking stones and voids.
Photo 28 : East Abutment from the south end, looking northeast. Note the missing chinking stones and voids.
Photo 29 : West Abutment at 12' from the south end, looking northwest. Note the missing chinking stones, voids, and the scaling below the drain pipe. Note the cracks in the mortar.
Photo 30 : East Abutment at 15' from the south end, looking east. Note the missing chinking stones and voids.
Photo 31 : East Abutment at 25' from the south end, looking northeast. Note the crack in the large stone.
Photo 32 : South end of the West Abutment and the Southwest Wingwall, looking northwest. Note the shifted stones and gaps at the interface between the abutment and the wingwall.
Photo 33 : Southeast Wingwall, looking northeast. Note the missing chinking stones, voids, and vegetation growth.
Photo 34 : West Weir Inlet, looking northwest. Note the high stream flow.
Photo 35 : East Weir Inlet, looking north. Note the abrasion on the walls.
Photo 36 : Interface between the east wall of the East Weir Inlet and the East Abutment, looking northeast. Note the void.
Photo 37 : Southwest embankment, looking southwest. Note the vegetation growth.
Photo 38 : Southeast embankment, looking southeast. Note the vegetation growth and rip-rap slumped into the channel.
Photo 39 : Southwest stone masonry parapet, looking southwest. Note the missing stones, voids, and vegetation growth.
Photo 40 : Southeast stone masonry parapet, looking southeast. Note the missing stones and voids.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
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REMARKS

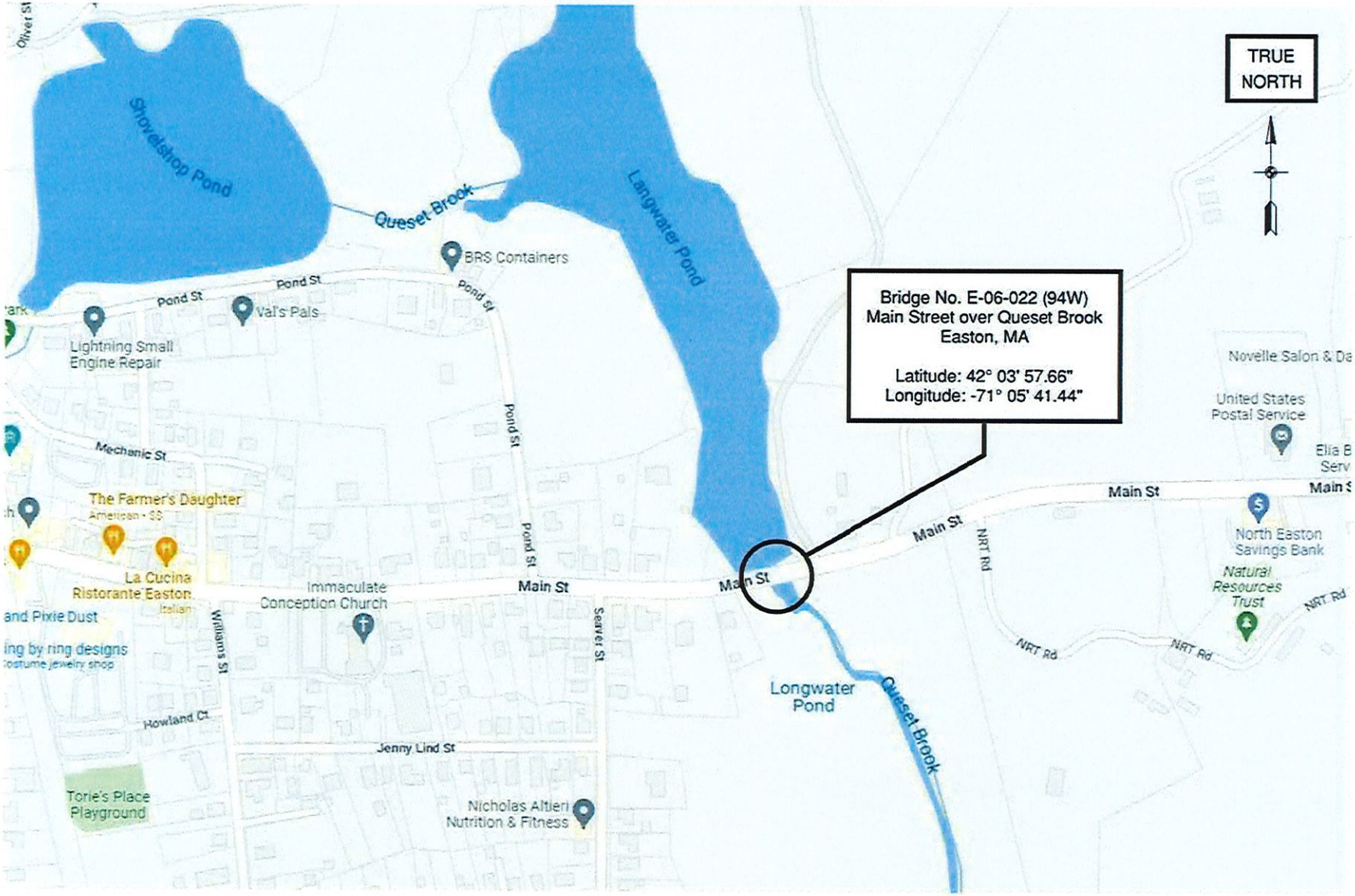
Photo 41 : West end of the north bridge railing, looking northwest. Note the end post acting as a blunt end.

Photo 42 : Southeast stone masonry parapet at 20' from the bridge, looking east. Note the fallen stones.

Photo 43 : Northeast guardrail, looking northeast. Note the rust holes, rotated/loose blockouts, checks in the posts/blockouts, and buried end.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

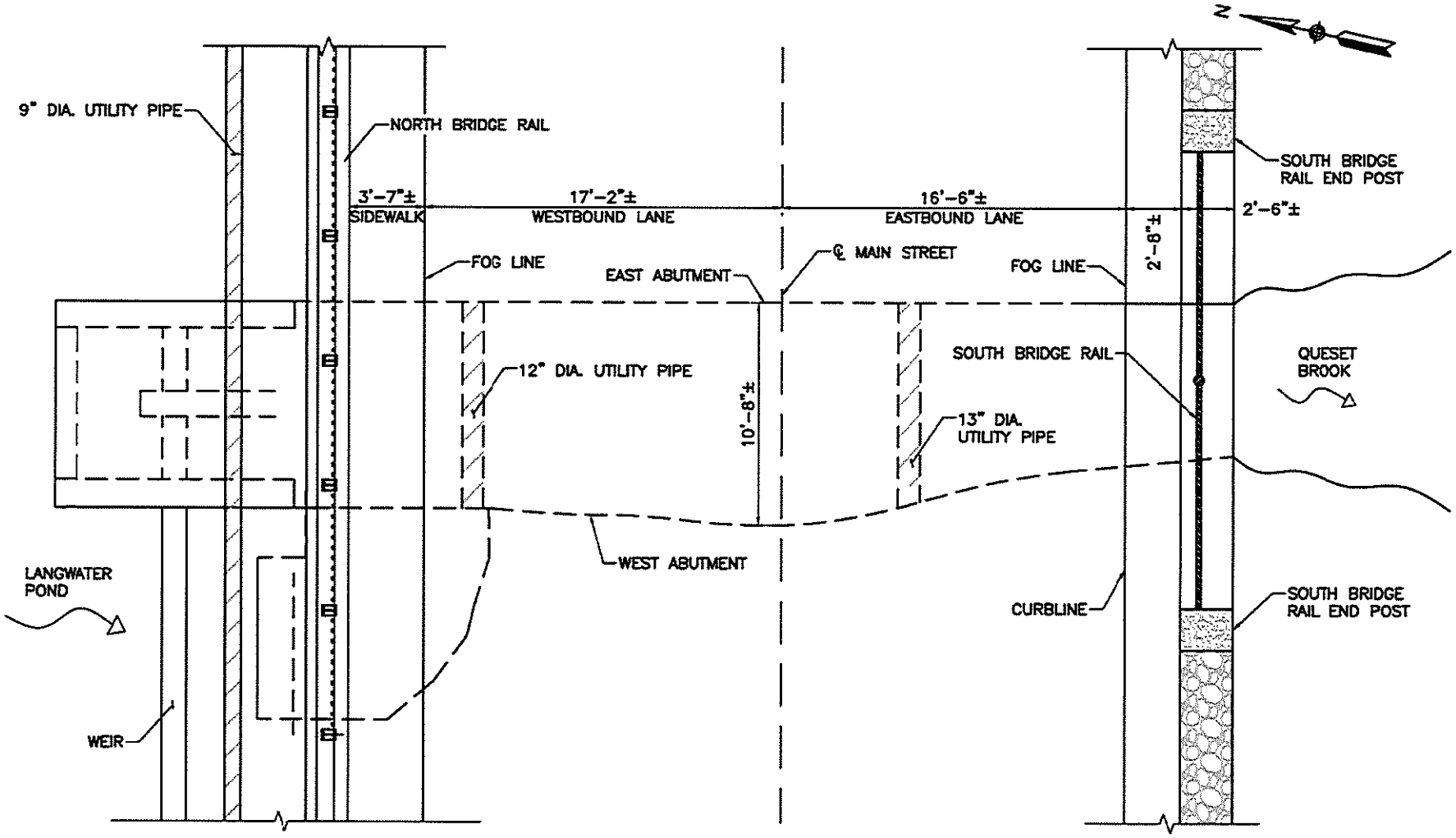
SKETCHES



Sketch 1: Location Map.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	S.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

SKETCHES



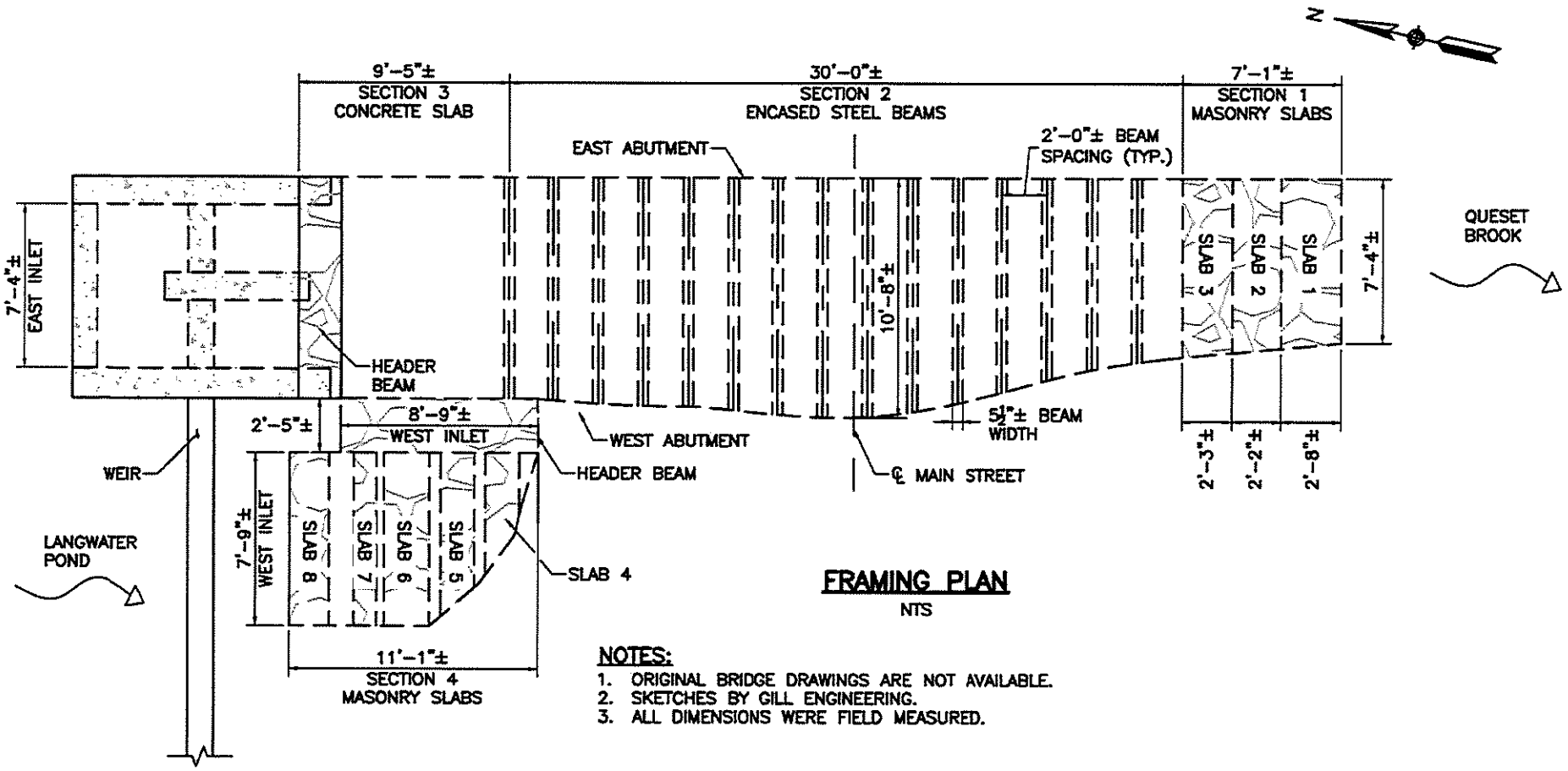
NOTES:
1. ORIGINAL BRIDGE DRAWINGS ARE NOT AVAILABLE.
2. SKETCHES BY GILL ENGINEERING.
3. ALL DIMENSIONS WERE FIELD MEASURED.

GENERAL PLAN
NTS

Sketch 2: Geometric Data - General Plan.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

SKETCHES



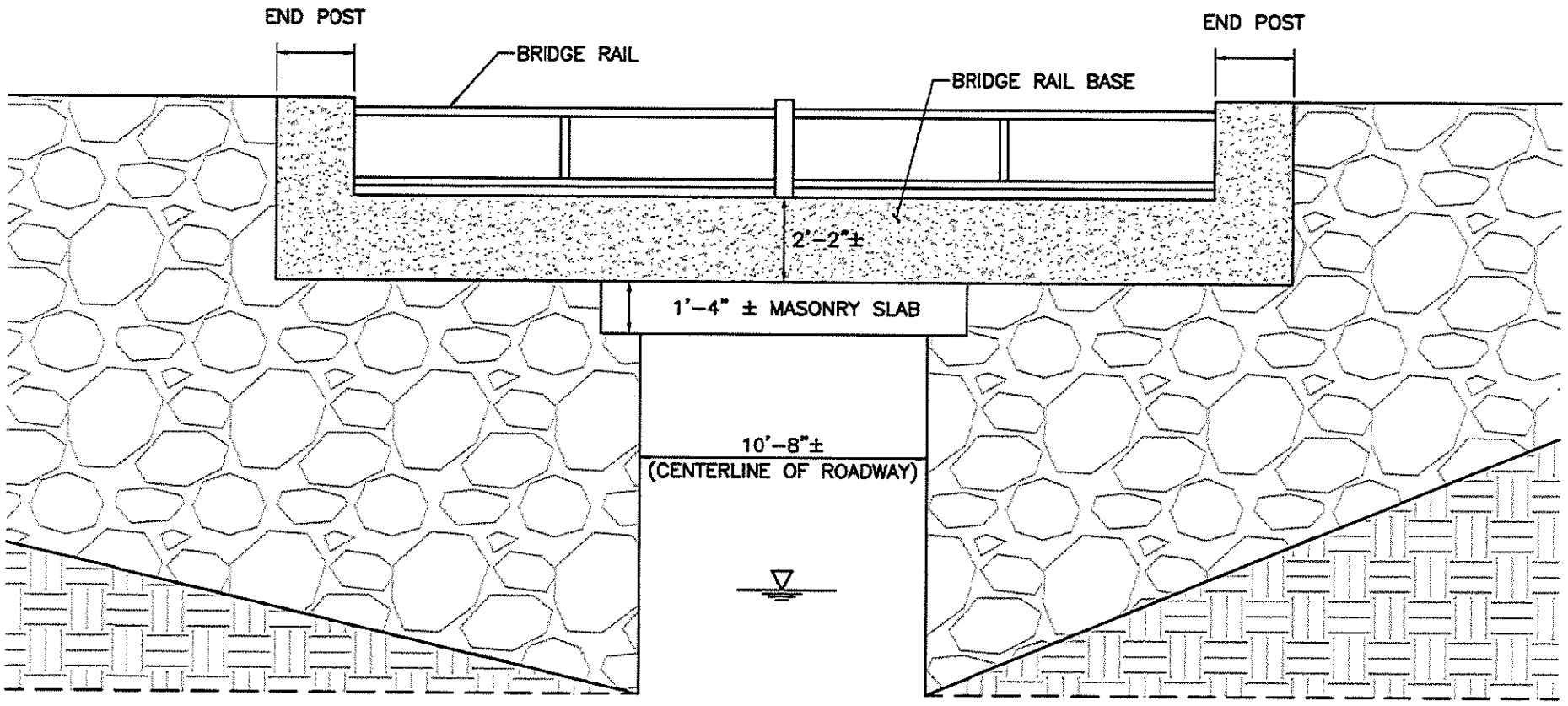
FRAMING PLAN
NTS

NOTES:
1. ORIGINAL BRIDGE DRAWINGS ARE NOT AVAILABLE.
2. SKETCHES BY GILL ENGINEERING.
3. ALL DIMENSIONS WERE FIELD MEASURED.

Sketch 3: Geometric Data - Framing Plan.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	S.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

SKETCHES



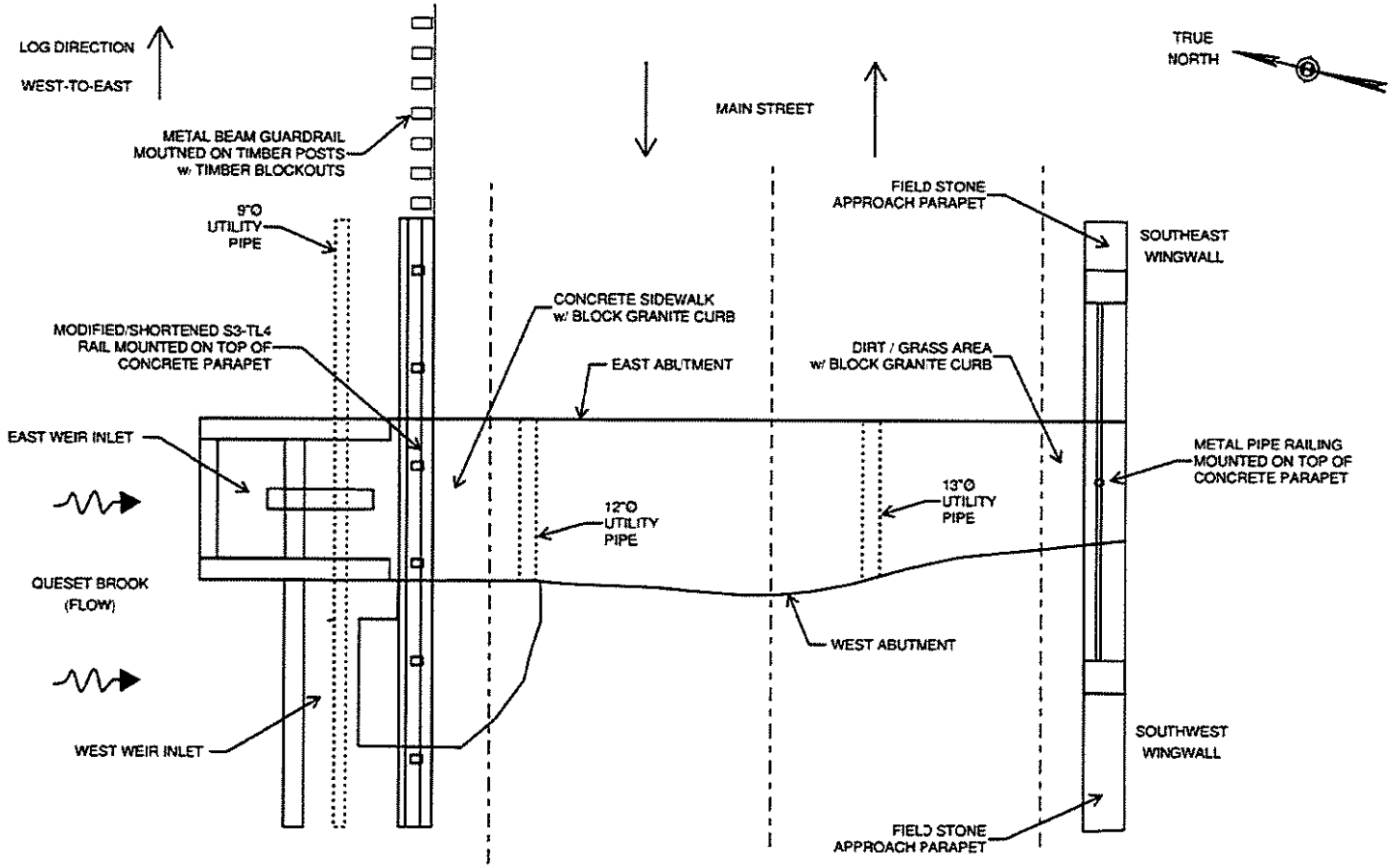
SOUTH ELEVATION
NTS

NOTES:
1. ORIGINAL BRIDGE DRAWINGS ARE NOT AVAILABLE.
2. SKETCHES BY GILL ENGINEERING.
3. ALL DIMENSIONS WERE FIELD MEASURED.

Sketch 4: Geometric Data - South Elevation.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	S.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

SKETCHES

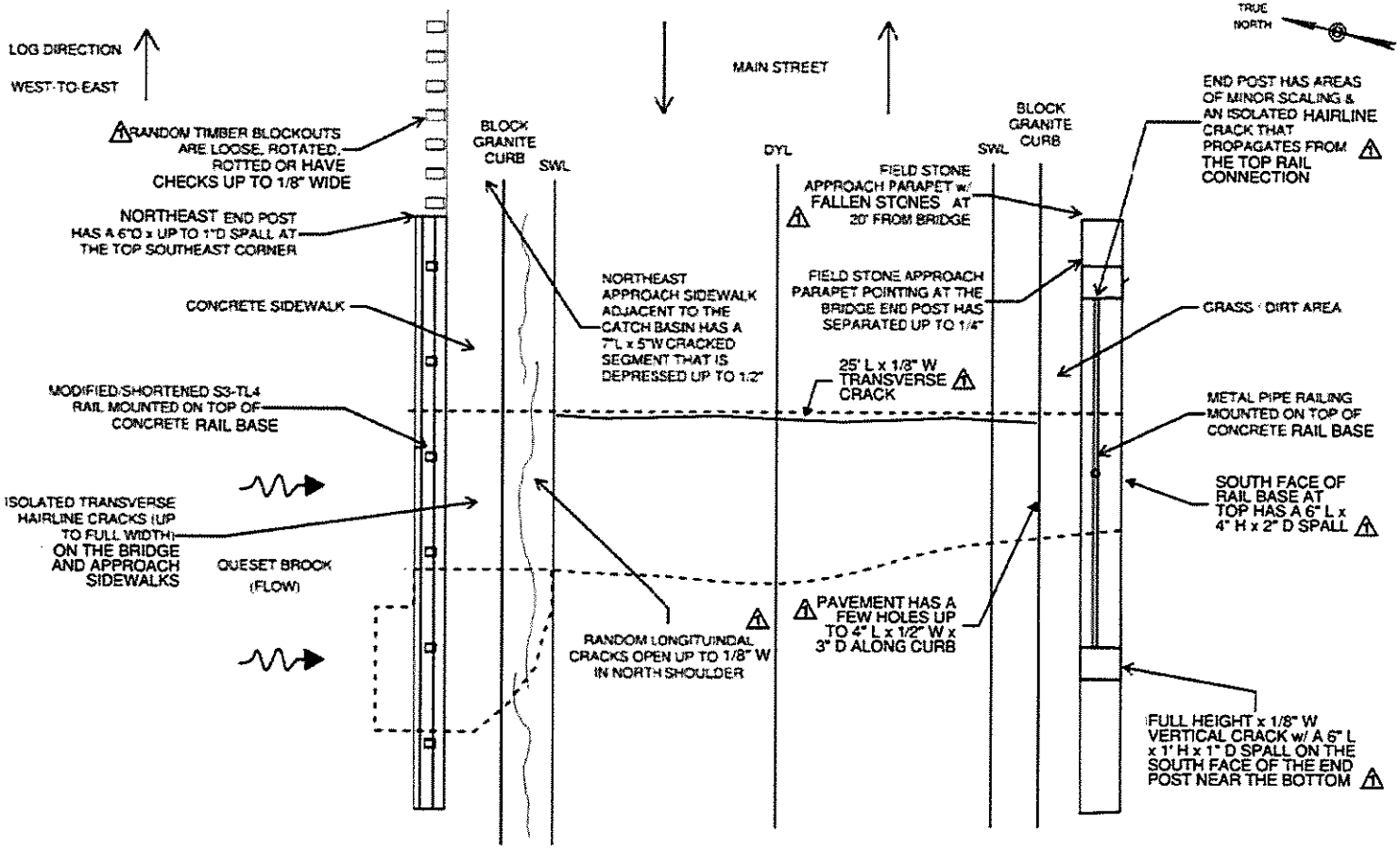

LOG DIRECTION
WEST-TO-EAST
TRUE NORTH
MAIN STREET
METAL BEAM GUARDRAIL MOUTNED ON TIMBER POSTS w/ TIMBER BLOCKOUTS
9"Ø UTILITY PIPE
FIELD STONE APPROACH PARAPET
SOUTHEAST WINGWALL
CONCRETE SIDEWALK w/ BLOCK GRANITE CURB
MODIFIED/SHORTENED S3-TL4 RAIL MOUNTED ON TOP OF CONCRETE PARAPET
EAST ABUTMENT
DIRT / GRASS AREA w/ BLOCK GRANITE CURB
EAST WEIR INLET
METAL PIPE RAILING MOUNTED ON TOP OF CONCRETE PARAPET
12"Ø UTILITY PIPE
13"Ø UTILITY PIPE
QUESET BROOK (FLOW)
WEST ABUTMENT
SOUTHWEST WINGWALL
WEST WEIR INLET
FIELD STONE APPROACH PARAPET

KEY PLAN

Sketch 5: Key Plan.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

SKETCHES


LOG DIRECTION
WEST-TO-EAST
TRUE NORTH
MAIN STREET
⚠RANDOM TIMBER BLOCKOUTS ARE LOOSE, ROTATED, ROTTED OR HAVE CHECKS UP TO 1/8" WIDE
BLOCK GRANITE CURB
SWL
DYL
SWL
BLOCK GRANITE CURB
END POST HAS AREAS OF MINOR SCALING & AN ISOLATED HAIRLINE CRACK THAT PROPAGATES FROM THE TOP RAIL CONNECTION ⚠
NORTHEAST END POST HAS A 6"D x UP TO 1"D SPALL AT THE TOP SOUTHEAST CORNER
FIELD STONE APPROACH PARAPET w/ FALLEN STONES AT 20' FROM BRIDGE ⚠
NORTHEAST APPROACH SIDEWALK ADJACENT TO THE CATCH BASIN HAS A 7"L x 5"W CRACKED SEGMENT THAT IS DEPRESSED UP TO 1/2"
FIELD STONE APPROACH PARAPET POINTING AT THE BRIDGE END POST HAS SEPARATED UP TO 1/4"
CONCRETE SIDEWALK
GRASS / DIRT AREA
25' L x 1/8" W TRANSVERSE CRACK ⚠
MODIFIED/SHORTENED S3-TL4 RAIL MOUNTED ON TOP OF CONCRETE RAIL BASE
METAL PIPE RAILING MOUNTED ON TOP OF CONCRETE RAIL BASE
SOUTH FACE OF RAIL BASE AT TOP HAS A 6" L x 4" H x 2" D SPALL ⚠
ISOLATED TRANSVERSE HAIRLINE CRACKS (UP TO FULL WIDTH) ON THE BRIDGE AND APPROACH SIDEWALKS
QUESET BROOK (FLOW)
⚠PAVEMENT HAS A FEW HOLES UP TO 4" L x 1/2" W x 3" D ALONG CURB
⚠ RANDOM LONGITUINDAL CRACKS OPEN UP TO 1/8" W IN NORTH SHOULDER
FULL HEIGHT x 1/8" W VERTICAL CRACK w/ A 6" L x 1" H x 1" D SPALL ON THE SOUTH FACE OF THE END POST NEAR THE BOTTOM ⚠

LEGEND
SWL - SOLID WHITE LINE
DYL - DOUBLE YELLOW LINE

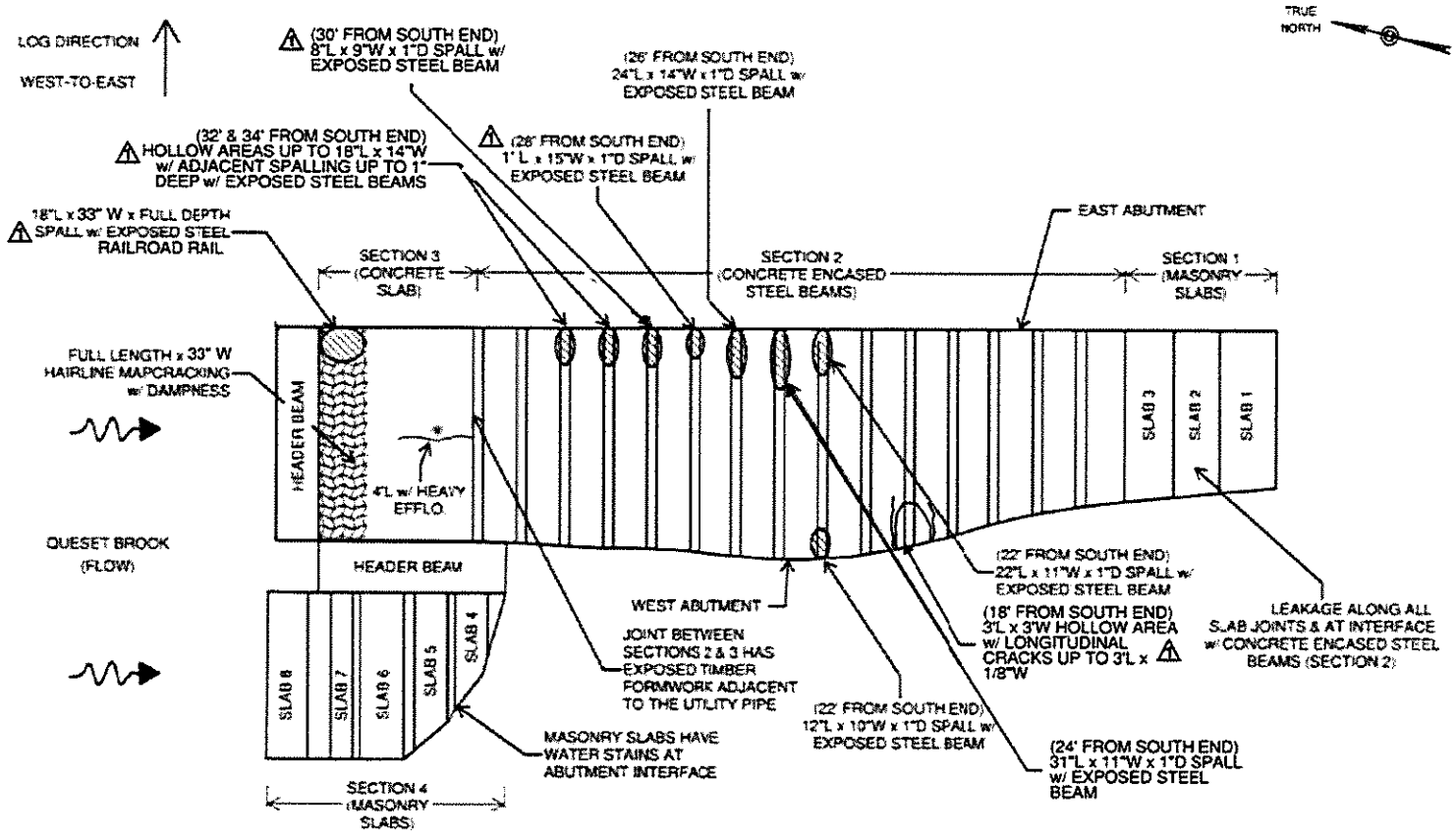
⚠ **Change since previous inspection (BL Companies 3/5/2025)**

TOP OF DECK

Sketch 6: Top of Deck Deficiencies.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

SKETCHES


LOG DIRECTION
WEST-TO-EAST
TRUE NORTH
⚠ (30' FROM SOUTH END) 8"L x 9"W x 1"D SPALL w/ EXPOSED STEEL BEAM
(26' FROM SOUTH END) 24"L x 14"W x 1"D SPALL w/ EXPOSED STEEL BEAM
⚠ (28' FROM SOUTH END) 1'L x 15"W x 1"D SPALL w/ EXPOSED STEEL BEAM
⚠ (32' & 34' FROM SOUTH END) HOLLOW AREAS UP TO 18"L x 14"W w/ ADJACENT SPALLING UP TO 1" DEEP w/ EXPOSED STEEL BEAMS
⚠ 18"L x 33" W x FULL DEPTH SPALL w/ EXPOSED STEEL RAILROAD RAIL
EAST ABUTMENT
SECTION 3 (CONCRETE SLAB)
SECTION 2 (CONCRETE ENCASED STEEL BEAMS)
SECTION 1 (MASONRY SLABS)
FULL LENGTH x 33" W HAIRLINE MAPCRACKING w/ DAMPNESS
HEADER BEAM
4'L w/ HEAVY EFFLO
SLAB 3
SLAB 2
SLAB 1
QUESET BROOK (FLOW)
HEADER BEAM
WEST ABUTMENT
(22' FROM SOUTH END) 22"L x 11"W x 1"D SPALL w/ EXPOSED STEEL BEAM
(18' FROM SOUTH END) 3'L x 3'W HOLLOW AREA w/ LONGITUDINAL CRACKS UP TO 3'L x ⚠ 1/8"W
LEAKAGE ALONG ALL SLAB JOINTS & AT INTERFACE w/ CONCRETE ENCASED STEEL BEAMS (SECTION 2)
JOINT BETWEEN SECTIONS 2 & 3 HAS EXPOSED TIMBER FORMWORK ADJACENT TO THE UTILITY PIPE
SLAB 8
SLAB 7
SLAB 6
SLAB 5
SLAB 4
(22' FROM SOUTH END) 12"L x 10"W x 1"D SPALL w/ EXPOSED STEEL BEAM
(24' FROM SOUTH END) 31"L x 11"W x 1"D SPALL w/ EXPOSED STEEL BEAM
MASONRY SLABS HAVE WATER STAINS AT ABUTMENT INTERFACE
SECTION 4 (MASONRY SLABS)
LEGEND
HOLLOW AREA
SHALLOW REBAR
SPALL AREA
SPALL AREA WITH EXPOSED REBAR
MAPCRACKS
HAIRLINE CRACKS
HONEYCOMB AREA
SCALE AREA
EFFLORESCENCE PRESENT

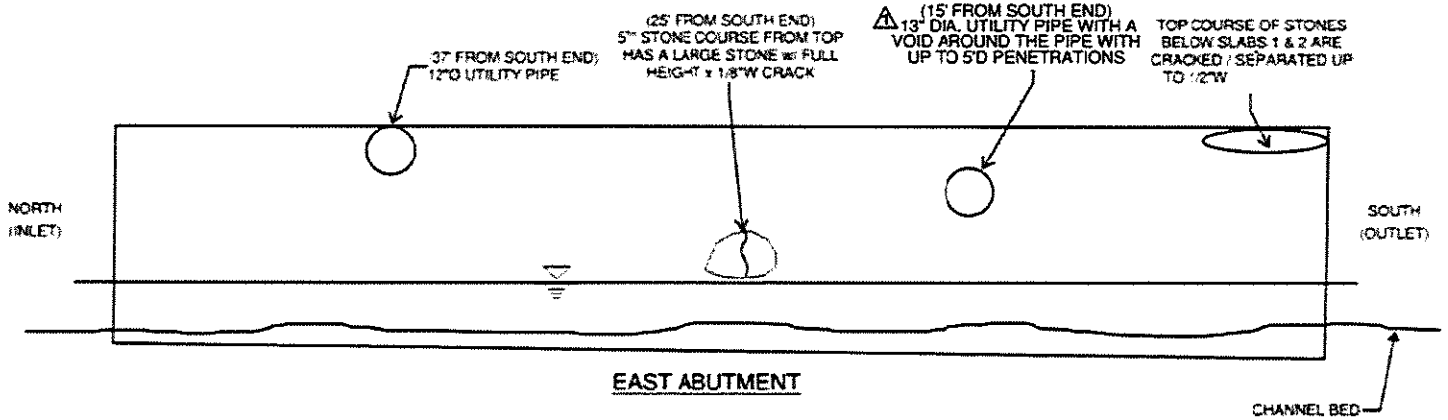
⚠ Change since previous inspection (BL Companies 3/5/2025)

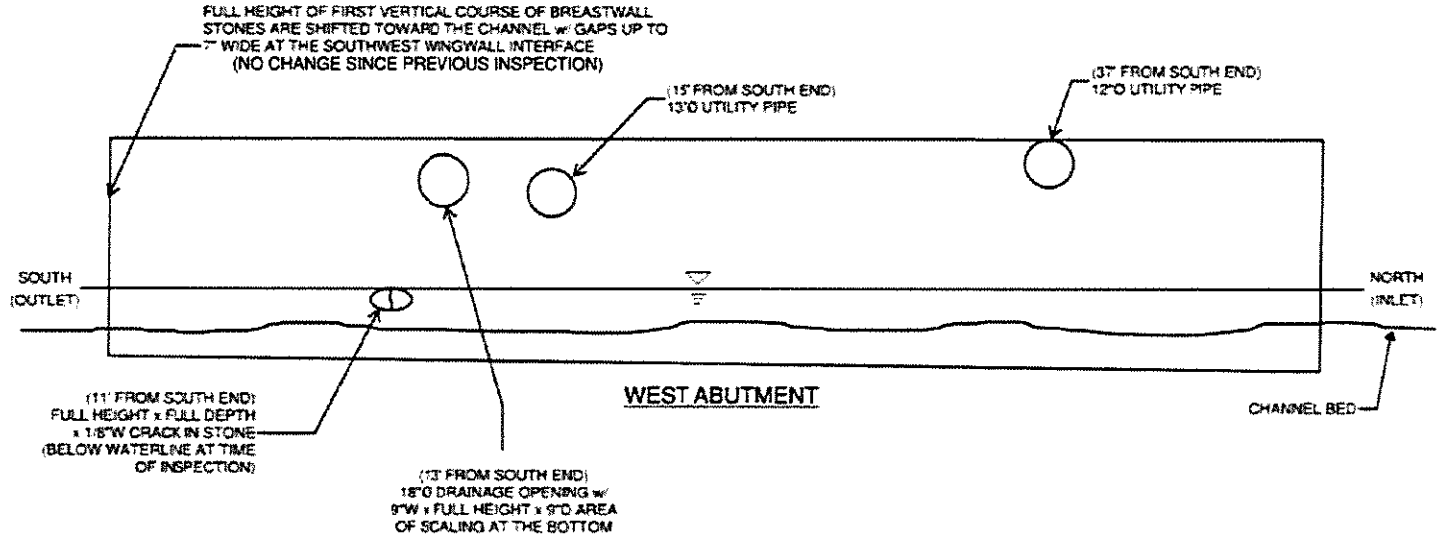
FRAMING PLAN

Sketch 7: Underside of Superstructure Deficiencies.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

SKETCHES


(25' FROM SOUTH END)
5"W STONE COURSE FROM TOP HAS A LARGE STONE w/ FULL HEIGHT x 1/8"W CRACK
⚠(15' FROM SOUTH END)
13" DIA. UTILITY PIPE WITH A VOID AROUND THE PIPE WITH UP TO 5'D PENETRATIONS
TOP COURSE OF STONES BELOW SLABS 1 & 2 ARE CRACKED / SEPARATED UP TO 1/2"W
37' FROM SOUTH END)
12"D UTILITY PIPE
NORTH
(INLET)
SOUTH
(OUTLET)
EAST ABUTMENT
CHANNEL BED


FULL HEIGHT OF FIRST VERTICAL COURSE OF BREASTWALL STONES ARE SHIFTED TOWARD THE CHANNEL w/ GAPS UP TO 7" WIDE AT THE SOUTHWEST WINGWALL INTERFACE
(NO CHANGE SINCE PREVIOUS INSPECTION)
(15' FROM SOUTH END)
13'D UTILITY PIPE
(37' FROM SOUTH END)
12"D UTILITY PIPE
SOUTH
(OUTLET)
NORTH
(INLET)
WEST ABUTMENT
CHANNEL BED
(11' FROM SOUTH END)
FULL HEIGHT x FULL DEPTH x 1/8"W CRACK IN STONE (BELOW WATERLINE AT TIME OF INSPECTION)
(13' FROM SOUTH END)
18"D DRAINAGE OPENING w/ 9"W x FULL HEIGHT x 9"D AREA OF SCALING AT THE BOTTOM

ABUTMENTS

⚠**Change since previous inspection (BL Companies 3/5/2025)**

Sketch 8: Abutment Deficiencies.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
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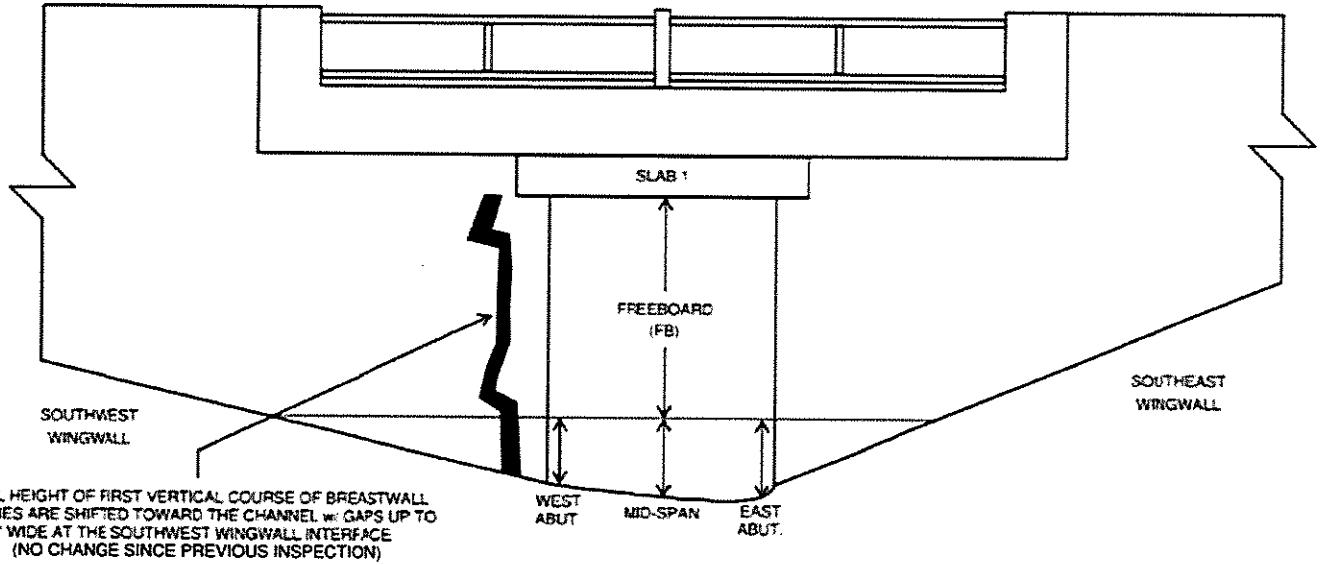
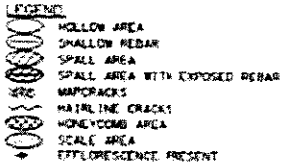
SKETCHES

* = INACCESSIBLE DUE TO WATER DEPTHS & DANGEROUS WATER VELOCITY / TURBULENCE

	STREAMBED PROFILE MEASUREMENTS							
	INLET (N. END OF SECTION 3)				OUTLET (S. ELEV.)			
	FB	W. ABUT.	MID-SPAN	E. ABUT.	FB	W. ABUT.	MID-SPAN	E. ABUT.
3/12/21	6'-3"	4'-7"	3'-4"	2'-3"	6'-7"	2'-3"	2'-9"	2'-11"
3/30/23	*	*	*	*	6'-7"	2'-4"	3'-1"	3'-3"
3/5/25	*	*	*	*	6'-9"	1'-7"	2'-10"	3'-0"


SLAB 1
FREEBOARD (FB)
SOUTHWEST WINGWALL
SOUTHEAST WINGWALL
FULL HEIGHT OF FIRST VERTICAL COURSE OF BREASTWALL STONES ARE SHIFTED TOWARD THE CHANNEL w/ GAPS UP TO 7" WIDE AT THE SOUTHWEST WINGWALL INTERFACE (NO CHANGE SINCE PREVIOUS INSPECTION)
WEST ABUT
MID-SPAN
EAST ABUT.



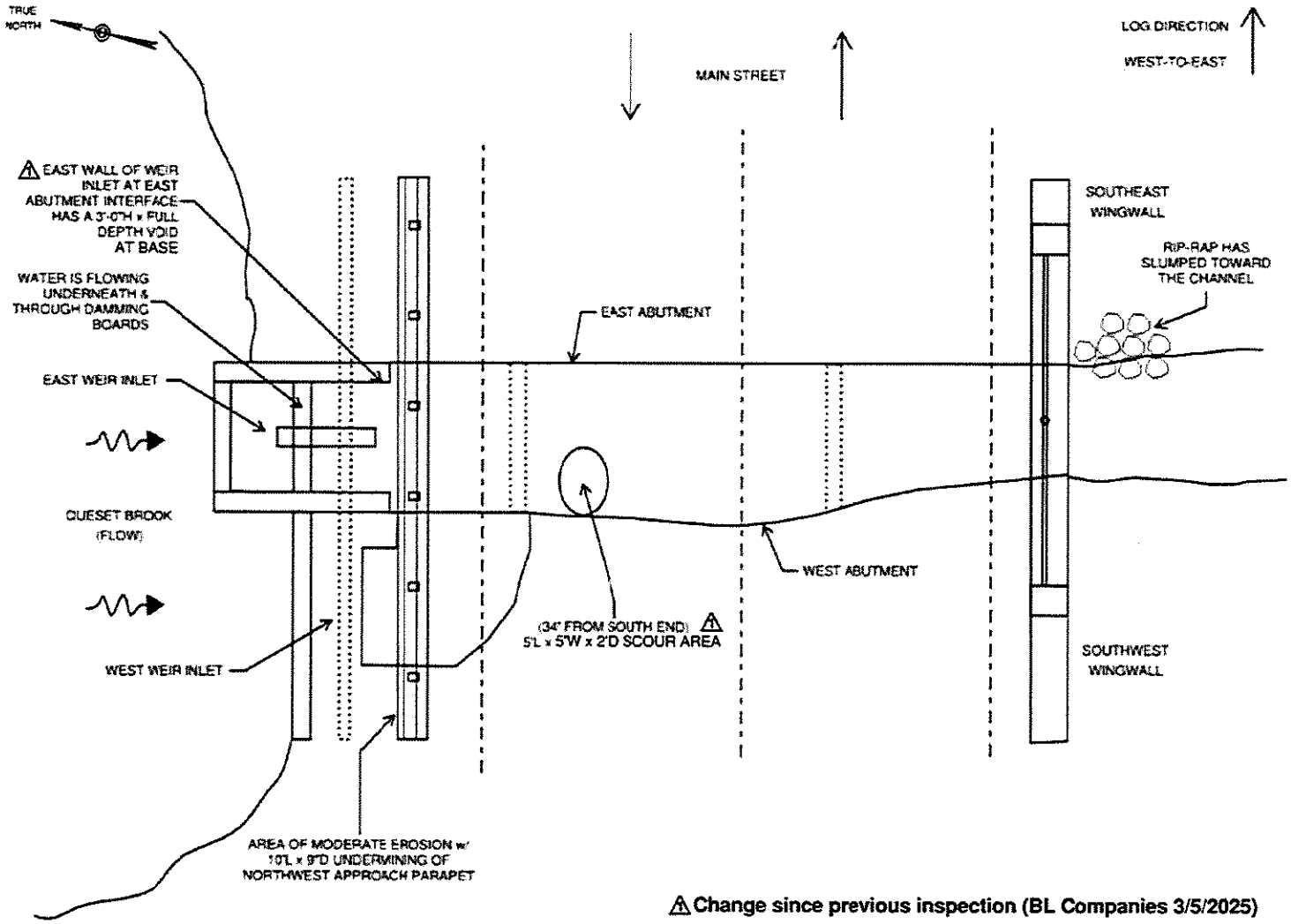
⚠ Change since previous inspection (BL Companies 3/5/2025)

SOUTH ELEVATION (OUTLET)

Sketch 9: South Elevation (Outlet) and Stream Bed Profile Measurements.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	S.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

SKETCHES


TRUE NORTH
MAIN STREET
LOG DIRECTION
WEST-TO-EAST
⚠ EAST WALL OF WEIR INLET AT EAST ABUTMENT INTERFACE HAS A 3'-0"H x FULL DEPTH VOID AT BASE
WATER IS FLOWING UNDERNEATH & THROUGH DAMMING BOARDS
EAST WEIR INLET
QUESET BROOK (FLOW)
WEST WEIR INLET
EAST ABUTMENT
WEST ABUTMENT
SOUTHEAST WINGWALL
RIP-RAP HAS SLUMPED TOWARD THE CHANNEL
SOUTHWEST WINGWALL
(34" FROM SOUTH END) ⚠ 5'L x 5'W x 2'D SCOUR AREA
AREA OF MODERATE EROSION w/ 10'L x 9"D UNDERMINING OF NORTHWEST APPROACH PARAPET

⚠ Change since previous inspection (BL Companies 3/5/2025)

CHANNEL DIAGRAM

Sketch 10: Channel Deficiencies.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 1: Bituminous concrete pavement over the bridge, looking southeast. Note the longitudinal cracks.

Photo 2: Bituminous concrete pavement over the bridge, looking southwest. Note the transverse crack.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 3: Bituminous concrete pavement over the bridge along the south curb, looking south. Note the hole.

Photo 4: South curb over the bridge, looking southwest. Note the chip.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 5: North sidewalk over the bridge, looking west. Note the cracks.

Photo 6: South bridge railing, looking southwest. Note the scaling on the rail base and the rust on the railing.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 7: South side of the south rail base, looking northeast. Note the scaling and spall.

Photo 8: North bridge railing, looking northwest. Note the cracks on the rail base and the missing paint on the railing.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 9: Northeast end post, looking northwest. Note the spall.

Photo 10: North bridge railing at the third post from the east end, looking northwest. Note the missing paint, partially disengaged anchor bolt nuts, and vegetation growth.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 11: Utility below the bridge at 15' from the south end of the bridge, looking northwest. Note the rust.

Photo 12: Utility below the bridge at 37' from the south end of the bridge, looking southwest. Note the exposed timber formwork.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 13: Utility along the north bridge fascia, looking southeast. Note the rust on the supports and area of erosion.

Photo 14: Bituminous concrete pavement in the west approach, looking southwest. Note the longitudinal cracks.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 15: Bituminous concrete pavement in the east approach, looking southeast. Note the longitudinal cracks.

Photo 16: Northeast sidewalk adjacent to the catch basin, looking northeast. Note the cracked/depressed area.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 17: Underside of the concrete encased steel beams in Section 2, looking north. Note the cracks and scaling on the concrete encasement.

Photo 18: Underside of Section 2 at the West Abutment at 22' from the south end of the bridge, looking northwest. Note the spall and exposed steel beam with laminated rust.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 19: Underside of Section 2 at the East Abutment at 22' and 24' from the south end of the bridge, looking north. Note the spalls and exposed steel beams with laminated rust.

Photo 20: Underside of Section 2 at the East Abutment at 26' and 28' from the south end of the bridge, looking north. Note the spalls and exposed steel beams with laminated rust.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 21: Underside of Section 2 at the East Abutment at 30', 32', and 34' from the south end of the bridge, looking northeast. Note the spalls and exposed steel beams with laminated rust.

Photo 22: Underside of the masonry slabs in Section 1, looking northwest. Note the areas of leakage.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 23: Underside of Section 2 at the West Abutment at 18' from the south end of the bridge, looking south. Note the hollow area and cracks.

Photo 24: Underside of the concrete slab in Section 3 at the south end, looking west. Note the crack with efflorescence.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 25: Underside of the concrete slab Section 3 at the north end, looking northwest. Note the cracking with dampness.

Photo 26: Underside of the concrete slab Section 3 at the northeast corner, looking northeast. Note the spall with exposed steel railroad rail.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 27: West Abutment from the south end, looking northwest. Note the missing chinking stones and voids.

Photo 28: East Abutment from the south end, looking northeast. Note the missing chinking stones and voids.

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EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 29: West Abutment at 12' from the south end, looking northwest. Note the missing chinking stones, voids, and the scaling below the drain pipe. Note the cracks in the mortar.

Photo 30: East Abutment at 15' from the south end, looking east. Note the missing chinking stones and voids.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
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PHOTOS

Photo 31: East Abutment at 25' from the south end, looking northeast. Note the crack in the large stone.

Photo 32: South end of the West Abutment and the Southwest Wingwall, looking northwest. Note the shifted stones and gaps at the interface between the abutment and the wingwall.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 33: Southeast Wingwall, looking northeast. Note the missing chinking stones, voids, and vegetation growth.

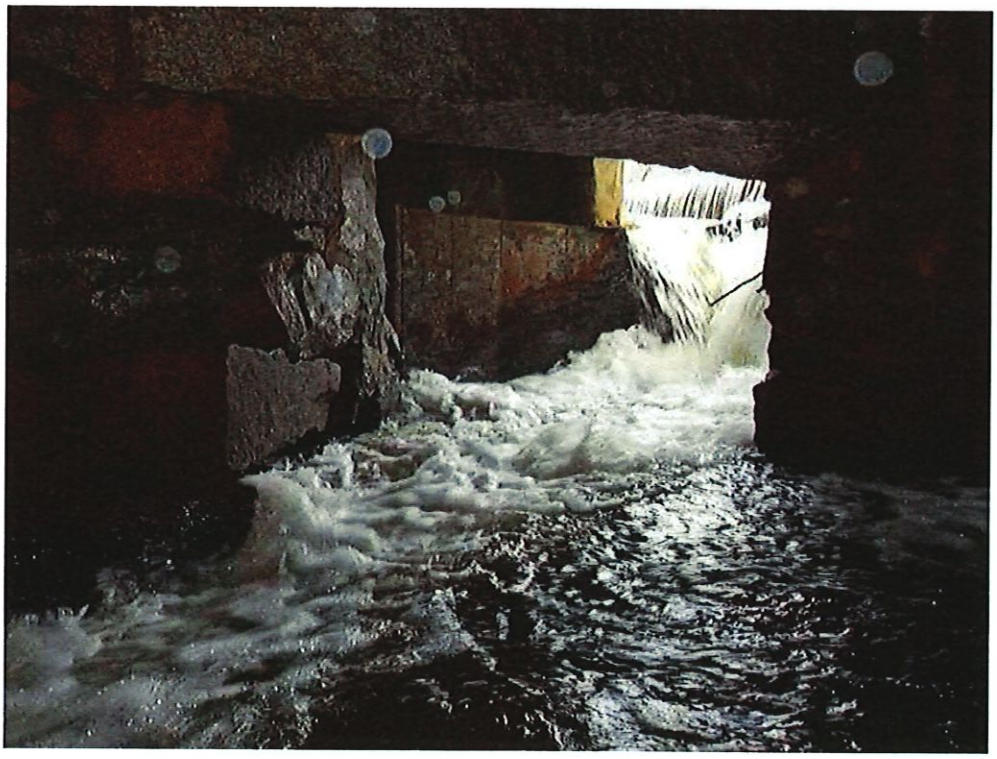

Photo 34: West Weir Inlet, looking northwest. Note the high stream flow.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 35: East Weir Inlet, looking north. Note the abrasion on the walls.

Photo 36: Interface between the east wall of the East Weir Inlet and the East Abutment, looking northeast. Note the void.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

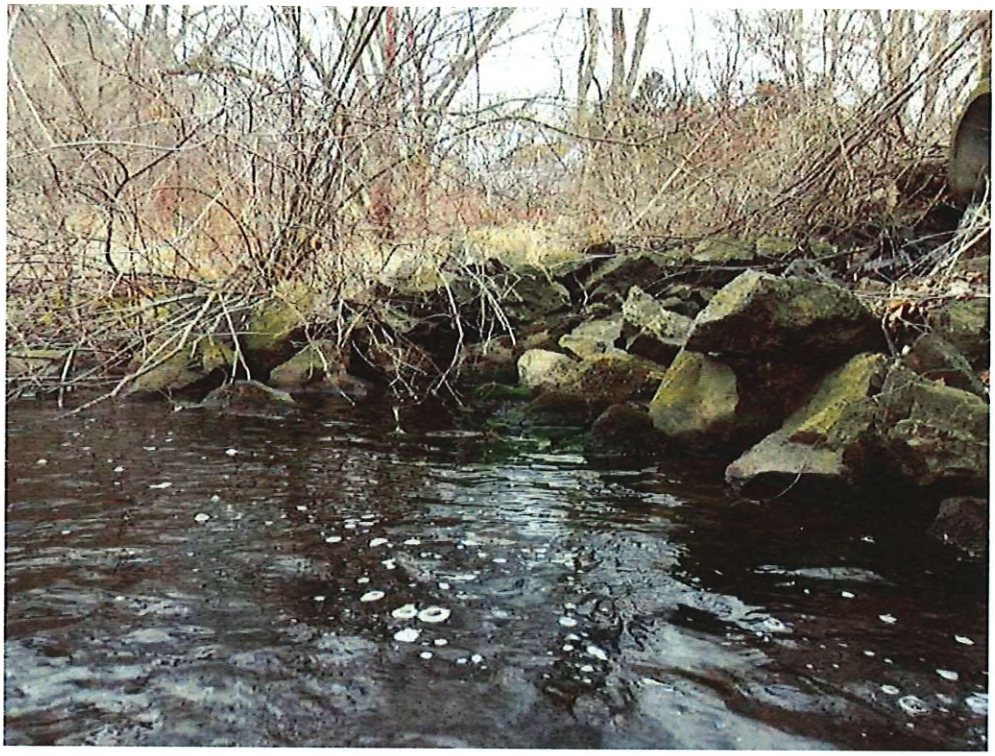

Photo 37: Southwest embankment, looking southwest. Note the vegetation growth.

Photo 38: Southeast embankment, looking southeast. Note the vegetation growth and rip-rap slumped into the channel.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 39: Southwest stone masonry parapet, looking southwest. Note the missing stones, voids, and vegetation growth.

Photo 40: Southeast stone masonry parapet, looking southeast. Note the missing stones and voids.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 41: West end of the north bridge railing, looking northwest. Note the end post acting as a blunt end.

Photo 42: Southeast stone masonry parapet at 20' from the bridge, looking east. Note the fallen stones.

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EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 5, 2025

PHOTOS

Photo 43: Northeast guardrail, looking northeast. Note the rust holes, rotated/ loose blockouts, checks in the posts/blockouts, and buried end.

Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbits-Nutt, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator

MassDOT
Massachusetts Department of Transportation
Highway Division

September 26, 2025

Town of Easton
136 Elm Street
Easton, MA 02356

Attn: David J. Field, P.E., Director of Public Works

SUBJECT: NATIONAL BRIDGE INSPECTION STANDARDS (NBIS)
UNDERWATER BRIDGE INSPECTION

MAIN ST / QUESET BROOK
Bridge No. E-06-022
Structure No. E06022-94W-MUN-BRI

Dear Mr. Field:

Enclosed for your information is a copy of an Underwater Inspection Report of 3/27/25 for the bridge that carries the MAIN ST over the QUESET BROOK.

A copy of the report is on file at our District 5 office located in Taunton. Please feel free to contact the District with any questions you may have concerning the bridge.

Sincerely,

Bruce J. Sylvia

Bruce J. Sylvia
State Bridge Inspection Engineer

WJC/wjc
cc: BJS
SES
DHD, D-5
Enclosure

Ten Park Plaza, Suite 4160, Boston, MA 02116
Tel: 857-368-4636, TTY: 857-368-0655
www.mass.gov/massdot

2-DIST	B.I.N.
05	94W

UNDERWATER OPERATIONS TEAM
ROUTINE UNDERWATER INSPECTION REPORT

BR. DEPT. NO.: E-06-022

CITY/TOWN	8-STRUCTURE NO.	LEVEL OF INSPECTION	93B-DATE INSPECTED
EASTON	E06022-94W-MUN-BRI	II	MAR 27, 2025

07-FACILITY CARRIED	ACCESS TO BRIDGE	UNDERWATER OPERATIONS ENGINEER
HWY MAIN ST	EMBANKMENT	WILLIAM J. COLLERAN

06-FEATURES INTERSECTED	DEPTH	VISIBILITY	TEAM LEADER (DIVE MASTER)	Report submitted by:
WATER QUESET BROOK	1.3 m	1.5 m	WILLIAM FERRY	

BOTTOM CONDITION	CURRENT	TEAM MEMBERS
BOULDERS	SWIFT	E. HOGAN, B. FITZGERALD

ITEM 60 SUBSTRUCTURE — 4

		DEF
1. Abutments	4	
a. Pedestals	N	-
b. Bridge Seats	N	-
c. Backwalls	N	-
d. Breastwalls	5	M-P
e. Wingwalls	N	-
f. Slope Paving/Rip-Rap	6	-
g. Pointing	N	-
h. Footings	N	-
i. Piles	X	-
j. Scour	4	S-P
k. Settlement	6	-
l.	N	-
2. Piers or Bents	N	
a. Pedestals	N	-
b. Caps	N	-
c. Columns	N	-
d. Stems/Webs/Pierwalls	N	-
e. Pointing	N	-
f. Footing	N	-
g. Piles	N	-
h. Scour	N	-
i. Settlement	N	-
j.	N	-
k.	N	-
3. Pile Bents	N	
a. Pile Caps	N	-
b. Piles	N	-
c. Diagonal Bracing	N	-
d. Horizontal Bracing	N	-
e. Fasteners	N	-
UNDERMINING (Y/N)		Y

ITEM 61 CHANNEL & CHANNEL PROTECTION — 4

		DEF
1. Channel Scour	4	S-P
2. Embankment Erosion	7	-
3. Debris	7	-
4. Vegetation	7	-
5. Utilities	N	-
6. Rip-Rap/Slope Protection	6	-
7. Aggradation	7	-
8. Fender System	N	-
a. Piles	N	-
b. Diagonal Bracing	N	-
c. Horizontal Bracing	N	-
d. Wales	N	-
e. Fasteners	N	-
f. Ladders	N	-
9.	N	-

ITEM 59 SUPERSTRUCTURE

		DEF
	N	-
	N	-
	N	-

ITEM 62 CULVERTS — N

		DEF
1. Roof	N	-
2. Floor	N	-
3. Walls	N	-
4. Headwall	N	-
5. Wingwall	N	-
6. Pipe	N	-
7. Protective Coating	N	-
8. Embankment	N	-
9. Wearing Surface	N	-
10. Railing	N	-
11. Sidewalks	N	-
12. Utilities	N	-
13. Member Alignment	N	-
14. Deformation	N	-
15. Scour	N	-
16. Settlement	N	-
17.	N	-
18.	N	-
UNDERMINING (Y/N)		N

DEFICIENCY REPORTING GUIDE

DEFICIENCY: A defect in a structure that requires corrective action.

CATEGORIES OF DEFICIENCIES:

M= Minor Deficiency- Deficiencies which are minor in nature, generally do not impact the structural integrity of the bridge and could easily be repaired. Examples include but are not limited to: Spalled concrete, Minor scouring, etc.

S= Severe/Major Deficiency- Deficiencies which are more extensive in nature and need more planning and effort to repair. Examples include but are not limited to: Moderate to major deterioration in concrete, Exposed and corroding rebars, Deteriorated timber piles, Considerable settlement, Considerable scouring or undermining, etc.

C-S= Critical Structural Deficiency- A deficiency in a structural element of a bridge that poses an extreme unsafe condition due to the failure or imminent failure of the element which will affect the structural integrity of the bridge.

C-H= Critical Hazard Deficiency- A deficiency in a component or element of a bridge that poses an extreme hazard or unsafe condition to the public, but does not impair the structural integrity of the bridge. Examples include but are not limited to: Any part of piles or fender system which are projecting outward and may become a safety hazard for the navigational traffic, etc.

URGENCY OF REPAIR:

I=Immediate- [Inspector(s) immediately contact District Bridge Inspection Engineer (DBIE) to report the Deficiency and to receive further instruction from him/her.]

A=ASAP- [Action/Repair should be initiated by District Maintenance Engineer or the responsible party (if not a State owned bridge) upon receipt of the Inspection Report.]

P=Prioritize- [Shall be prioritized by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) and repairs made when funds and/or manpower is available.]

X=UNKNOWN N=NOT APPLICABLE H=HIDDEN/INACCESSIBLE R=REMOVED

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 27, 2025

REMARKS

GENERAL REMARKS

This bridge is a single span dry-laid stone structure with granite clapper stones at the downstream end and partially at the upstream end. A concrete deck extends between the clappers from the downstream end to the upstream end. The bridge rail at the upstream end is dated 2001.

Orientation:
Abutments are labeled left and right, looking downstream. Sta 10+00 is at the downstream end. The upstream end is Sta 10+45.

Warning to Divers: There are various pipes and rebar sticking up from the mudline throughout the channel.

ITEM 60 - SUBSTRUCTURE

Item 60.1 - Abutments

Item 60.1.d - Breastwalls

There are missing stones at random areas up to 1.0' Long, 1.5' High and 2.5' Penetration. There are loose and missing chinking stones and random cracked stones throughout the breastwalls. The stones around these voids have point loading with no visible settlement. Breastwalls appear to be in equilibrium.

Right Abutment:
At Sta 10+38 (Angle point where bridge width increases, see sketch) there is a void 1' above the mudline measuring 4.0' Long, 1.0' High and 2.5' Penetration.

Left Abutment:
At Sta 10+25 there is a void around a pipe with a 5' Penetration.
AT Sta 10+38 there is a void at the mudline 3.3' Long, 1.6' High and 1.8' Penetration.
At the upstream left end at the interface of the concrete sluiceway and the concrete breastwall there is a void 1.5' High with a 2.0' Penetration at the waterline.

Item 60.1.f - Slope Paving/Rip-Rap

The riprap has slumped at the downstream left embankment.

Item 60.1.g - Pointing

Breastwalls are dry-laid below water with some mortar added above the water, just below the concrete deck.

Item 60.1.j - Scour

There are timber beams (perpendicular to the abutments at 3.5' center to center) on the mudline that were likely used for flooring that no longer exists. There are voids under the beams on the right side of the channel.

Left Abutment:
At Sta 10+00 there is undermining measuring 5.0' Long, 1.1' High and 3.2' Penetration.

Item 60.1.k - Settlement

There are missing stones at random areas up to 1.0' Long, 1.5' High and 2.5' Penetration. There are loose and missing chinking stones and random cracked stones throughout the breastwalls. The stones around these voids have point loading with no visible settlement. Breastwalls appear to be in equilibrium.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 27, 2025

REMARKS

ITEM 61 - CHANNEL AND CHANNEL PROTECTION

Item 61.1 - Channel Scour
There is a dam with two sluice gates at the upstream end of the bridge. The dam is undermined with a maximum height of 1' and a penetration of 4'+ across the full width of the structure.

There are timber beams (perpendicular to the abutments at 3.5' center to center) on the mudline that were likely used for flooring that no longer exists. There are voids under the beams on the right side of the channel.

Left Abutment:
At Sta 10+00 there is undermining measuring 5.0' Long, 1.1' High and 3.2' Penetration.

Item 61.3 - Debris
There are various pipes and rebar sticking up from the mudline throughout the channel.
The left side of the channel has tree and brush debris.

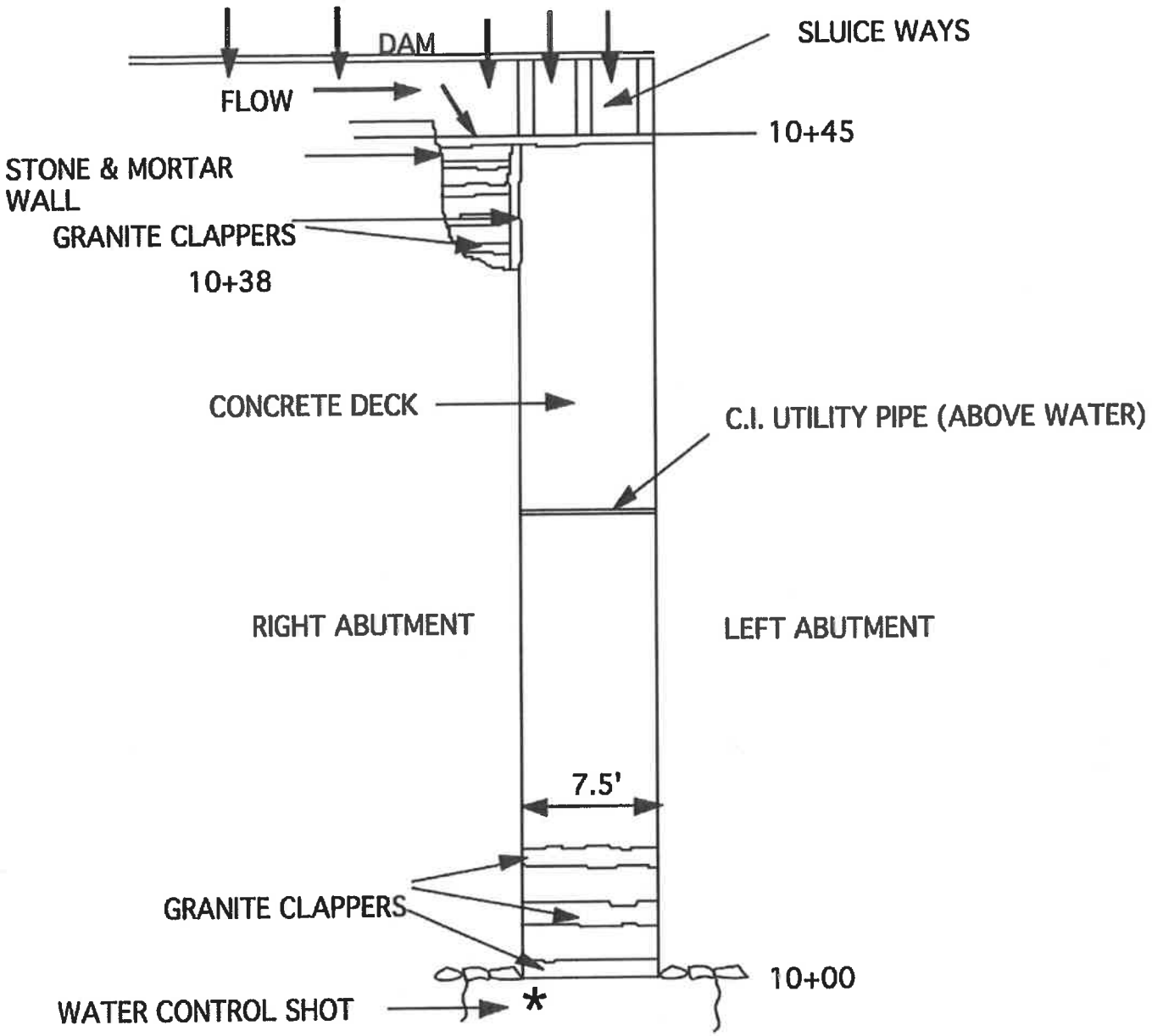
Item 61.5 - Utilities
At Sta 10+13 (Right Abutment) there is a 1.5' diameter concrete drainage pipe 2.5' below the bottom of the concrete deck. It is bricked up inside the pipe.
At Sta 10+25 there is a slightly rusted 1.0' diameter cast iron utility pipe spanning the channel 3.0' below the bottom of the concrete deck.
At Sta 10+36, there is a 1.0' diameter cast iron pipe at the mudline exposed at the right abutment for a length of 4.0' across the channel, where it is covered with boulders.

Item 61.6 - Rip-Rap/Slope Protection
The riprap has slumped at the downstream left embankment.

Sketch / Chart Log
Sketch 1 : PLAN VIEW - NOT TO SCALE
Chart 1 : SCOUR MONITORING CHART AT DOWNSTREAM END

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 27, 2025

SKETCHES



Notes:
1. Undermining at left abutment STA 10+00 to Sta 10+05 not shown.
2. Timber beams at mudline not shown.

Sketch 1: PLAN VIEW - NOT TO SCALE

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
EASTON	94W	E-06-022	E06022-94W-MUN-BRI	MAR 27, 2025

CHARTS

	12/11/96	11/19/02		5/7/18	6/24/19	6/4/20	3/7/22	3/27/25	
LEFT ABUTMENT	2.8'	2.8'	SEE PREVIOUS INSPECTIONS FOR ADDITIONAL SOUNDINGS	4.1'	4.3'	4.0'	3.8'	4.0'	
C/L SPAN	3.2'	3.3'		4.1'	4.2'	3.9'	3.6'	3.5'	
RIGHT ABUTMENT	2.3'	2.8'		2.6'	4.0'	2.9'	2.5'	3.6'	
Y	5.7'	6.5'		6.4'	7.0'	7.0'	6.2'	6.4'	
CORRECTION FACTOR	—	+0.8'		+0.7'	+1.3'	+1.3'	+0.5'	+0.7	

NOTES:
1. WATER CONTROL SHOT (Y) = WATERLINE TO BOTTOM OF GRANITE CLAPPER AT DOWNSTREAM END OF RIGHT ABUTMENT.
2. SOUNDINGS ADJUSTED TO 12/11/96 WATERLINE WITH CORRECTION FACTOR.
3. STA 10+00 IS AT THE DOWNSTREAM END.

Chart 1: SCOUR MONITORING CHART AT DOWNSTREAM END